THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

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AROUND THE LAKES.

CLEVELAND.

Captain Robert Greenhalgh is making some repairs to the waterworks crib.

Captain Carter, master of the Erie Belle, was at one time a member of the Cleveland life saving crew.

The United States revenue steamer Commodore Davis arrived in port last night and came to an anchor inside the breakwater.

A telegram received here yesterday relative to the Negaunee said that she would be released in a few hours. A dredge was at work digging out a passage for her.

The work of lightering the schooner Negaunee ashore twelve miles above the Sault canal, was commenced on Sunday, and it is hoped that she may be got off without injury.

The Sylvester Neelon brings ore from Weller's Bay to Cleveland at 85 cents, and the schooners C. E. Benson and E. R. Blake brought down a cargo of $1.00 ore from the same port.

The schooner Erie Bell has arrived at this port and is discharged her cargo of ore at the blast furnace. She scraped bottom in the Acqueduct and sprang aleak. She will go into Globe drydock for repairs this evening. The captain has filed a protest.

The boats of the Cleveland Transit Company will be laid up as fast as they arrive unless freights pick up materially. The schooner Queen City, C. H. Johnson, Barbarian and Kelderhouse have already been stripped and laid away.

At the Globe drydock a new rudder was made for the Specular, a new stem, and stanchions aft, the damages being received near the Dummy, during the recent gale, when she parted her line and while being picked up again by the propeller Colonial.

There is some complaint regarding the depth of water in Kingsville harbor. The schooner North Star was in the harbor loading recently, and it is reported that she pounded on the bottom and had to lighter some of her cargo before she could get out. The schooner was drawing about nine feet. There has just been $50,000 expended on the harbor, which was intended to be of a uniform depth of 12 feet.

On the 20th of last month Martin Cummings, mate of the lumber barge Milwaukee owned by D. Whitney, Jr, of Detroit, Michigan, made complaint before United States Commissioner Bill that the captain of the Melbourne had discharged him here and refused to pay his wages, amounting to about $60.00. Under section 4546 of the Revised Statutes of the United States the master was summoned to appear before the Commissioner and the matter fully heard, the facts brought out were as follows: The articles signed by mate when he shipped at Ogdensburg read from Oswego to Milwaukee and back to Ogensburg. The captain admitted that at Oswego, and after the balance of the crew had signed them, he added to the above the words: or port of discharge. The mate testified that when he signed the articles this latter statement was not in them and therefore claimed his expenses from Cleveland to Ogdensburg. The Commissioner decided in favor of the mate, and the captain settled the matter by paying the wages due and expenses of the mate's return to Oswego, his home, and also by paying all the costs of the proceeding.

The watchman of the schooner Alma Monroe was drowned near Long Point, on Friday. He was a son of William Cooke, harbormaster at Port Dalhousie.

Freight rates have advanced to and are firm at $1.00 on coal from Lake Erie ports to Chicago and Milwaukee, and on ore at $1.00 from Escanaba and $1.35 from Marquette to Ohio ports.

Schooner M. I. Wilcox arrived last night in tow of the canal tug Mary. October 18th the Wilcox was dismasted about forty miles off Charlotte, Lake Ontario, at 6 a. m., and at 11:30 was picked up by the tug Calvin, of of Kingston, and taken to Charlotte. The tug Mary brought her from there to Cleveland. She is a complete wreck above decks. She has five hundred tons of ore for Cleveland. The Wilcox is owned in Buffalo by Kellogg and Danegar. Charles Kellogg is master.

The schooner Annie M. Peterson, Captain W. H. Decker, left Green Bay October 15 at 5 p. m., went to Escanaba for ore and arrived at Cleveland October 19 at 11:30, making the run between Green Bay and Cleveland in three days and eighteen and one half hours, and from Escanaba to Cleveland in two days and sixteen and one half hours, from dock to dock. This is said to be the best time on record and Mr. Hurlbut should be pleased to be the owner of this smooth sailer. It is but just to say that Captain Decker is not only a through going sailor but a good business man, which is evidenced by the fact that of the twenty two years he has sailed fifteen of them were passed in the employ of one firm and on the schooner Constitution, now owned by Captain Robert Kerr and sailed this season by Captain Lundy. The Annie M. Peterson is Captain Decker's second command. The Peterson takes coal to Chicago.

Will the editor of the MARINE RECORD be kind enough to inform us what became of Captain Wilcox, formerly of this city? We always understood that he was master of, and lost with the schooner J. V. Ayer.—*Cleveland Sentinel.*

Captain Charles Wilcox is evidently the master about whose fate the Sentinel question us, as he was the only one that we can attach the above slender clue to. He lived on Bridge street and in 1852-3 sailed the brig Concord; in 1854 he brought out the schooner Twin Brothers, which was owned by H. N. Gates, of this city, and on one trip, in 1855, got into difficulty at Milwaukee with the owner regarding the delivery of a cargo of pig iron, which caused an ill feeling, and they separated. Captain Charles Wilcox going on his farm at Perrysburg, Ohio, on the Maumee and near Toledo. He afterward purchased part of a vessel and sailed her in 1856, when he again retired to his farm. He married twice and had two daughters and one son. Captain W. B. Scott, insurance and vessel agent in this city, sailed with Captain Wilcox as mate on the Concord, in 1852.

ASHTABULA.

Special to the Marine Record.

The steambarge Wallula had a diver from Cleveland to make some repairs on her rudder while unloading her cargo of ore.

The schooner Pelican arrived here light from Buffalo, with both mast heads gone. Her owners have concluded not to send her on another trip and have ordered her to Cleveland to go in winter quarters.

The propeller S. J. Macey lost about 20,000 feet of her deckload of lumber between Whitefish Point and Vermillion Point.

A large fleet was detained here most all last week on account of the heavy gales from the westward.

The schooner A. Cobb arrived here with her bowsprit, jibboom and cat head gone. She was laying to an anchor in Lake St. Clair and a steambarge and two schooners supposed to be the Republic, Grace Holland and James Couch, crossed her bows resulting in the above.

The schooner Our Son, reported as gone in winter quarters, left here Saturday for Chicago coal loaded.

The first snow of the season fell here last Wednesday, continuing for about twenty-four hours and blowing hard from the northwest.

Since our last report the following work has been done at Devney's shipyard. The steamers Mackinaw, A. Everett, H. Chisholm, Egyptian, and the schooners R. Hallaran, L. Hanna and Niagara all received some necessary repairs; the schooner Our Son had her decks overhauled and some calking done; the schooner Monitor got some new bulwarks, Ahira Cobb forecastle deck and some other repairs. J. P.

CHICAGO.

Special to the Marine Record.

Captain R. P. Fitzgerald has returned from Buffalo. He has completed arrangements for rebuilding the engine of the steambarge C. J. Kershaw and transforming it from a high pressure affair to an improved compound of 26x48 inches, with a 36 inch stroke. The work will be done in Buffalo during the coming winter, and at the opening of navigation next spring the Kershaw will come out ready for business.

The little steam yacht Tillie M. met with a serious accident on the 23d, and she will be delayed here some time making repairs. She was on her way up the South Branch, bound for New Orleans via the canal and the Mississippi river. She got afoul of the headgear of the schooner Lizzie A. Law, and her cabin was raked fore and aft and completely demolished. Her hull was badly damaged also. Repairs will be made at the Chicago Company's dock. The Tillie M. is a brand-new boat, and belongs to Captain Sam Moore, who built her expressly for the excursion business in New Orleans.

The schooner Golden West, Captain John Sullivan, which went ashore on Snake Island, Georgian Bay entrance, corn laden, is owned by Brosseau, of Chicago. Her hull is insured for $14,000, of which $9,000 is in the cargo pool placed in the Continental Company, and $5,000 in the Greenwich outside the pool. Captain George McLeod, wrecking master for Smith & Davis, has left Owen Sound with the International to look after the Golden West. From accounts received, however, she, with her cargo, will prove a total loss.

The Canadian schooner Fannie Campbell was sold at marshal's sale in Chicago Monday, for $1,000. G. W. Laflin, of Buffalo, was the purchaser.

The schooner Mars, Captain Wm. Young, is at Miller Brothers' getting a new stem and bowsprit. She was in collision with an unknown schooner off Waukegon Friday night.

The steambarge John Otis got some damage to her cabin through coming into collision with the jibboom of the scow Moses Gage, in the river last Wednesday.

James Brown, of 710 west North avenue, who was one of the crew of the schooner James Mowatt, was accidentally drowned at Collingwood on the night of the 21st. He leaves a wife and family.

The schooner M. Filmore, laden with oats from Chicago ran on Skilligalee reef Sunday night. She will prove a total loss. Her crew abandoned her.

The schooner Racine arrived at this port last Friday, having lost a large portion of her deck load of lumber and the greater part of her sails. She had experienced very bad weather.

The schooner H. Rand had her main rigging carried away and her mizzen mast broken off about six feet above the deck by collision with the schooner Orphan Boy, in the river near the city elevator last Friday.

The schooner Bay State, bound to this port with a cargo of lumber, encountered heavy weather Saturday night and sprang aleak. She was picked up by a tug off Milwaukee and towed into that port. The tug John Gordon left for Milwaukee Monday, and will tow her to Chicago.

The scow Charles Smith arrived at this port Sunday morning with her fore and main top masts gone and her foremast broken off below the masthead. She was struck by a heavy squall about fifty miles northeast of Chicago, and was in a disabled condition, when luckily the steambarge Emma E. Thompson hove in sight and took her in tow.

The schoone Gerritt Smith, of this port, went ashore last Saturday at Crawford's Quarry, Lake Huron. Her stern post and rudder are gone and she is full of water. She was built in 1865 and rates B1, and is owned by Captain P. Myers, her master, and hails from this port. She is insured in the pool for $5,000. She has been abandoned to the underwriters by her owner.

At Miller Brothers' drydock the schooner Fleetwing was in to get a leak stopped, the barge Guiding Star for repairs and calking. She also got new fore and mainmast at the derrick. The schooner Mars went in for a new stem and bowsprit, the schooner A. J. Mowry for repairs and calking, the schooner Jason Parker for repairs to her bow, the tug Calumet for a new wheel, the schooner Maggie Hall got a new centreboard, the steambarge John Otis some repairs to her cabin.

The schooner Stafford, lumber laden from Muskegon was towed into Chicago Monday evening. She was out in the gale Sunday, and about five o'clock in the evening tried to make Kenosha for shelter. In entering the piers she struck a sand bar and remained fast. The life saving crew went to her assistance and did everything in their power. A frightful sea was running and the vessel pounded badly. She was on about an hour, and was finally worked off with her own canvas. She had about eighteen inches of water in her held when she got into Kenosha. Captain Olsen estimates her damage at about $300. Her boat and davits were carried away and all of the hood ends over the transom started. The partitions in the cabin were also started, and it is not unlikely that when the vessel is placed in drydock her bottom will he found injured. The Stafford is almost as good as new, having just been thoroughly rebuilt at Muskegon. This is her first trip since she was taken off the blocks. There is no insurance on her

Freight rates were on a nominal basis of 2½c for corn and 3c for wheat to Buffalo.

T. W.

MARITIME LAW.

SEAMAN'S WAGES—LEAVING VESSEL—SEAWORTHINESS.

In Admiralty.

Bradford & Vandegrift, for libelants.

John M. Arundel, for claimant.

Wales, J. Libel for wages and damages. The libelants shipped on board the Heroe, bound from Philadelphia to Port of Spain, in the Island of Trinidad—two of them in the capacity of quartermasters, two as firemen, and the remainder as seamen—and they were to be paid for the run, $50, $45 and $40, respectively, and on their arrival at the port of destination were to have their passage paid to Philadelphia or New York. The Heroe is a sidewheel steamboat, designed principally for river navigation, and this was her first voyage. She is 109 tons burden, 110 feet long and 26 feet beam, provided with a single engine and a single furnace. The furnace was constructed for burning wood, but was temporarily adapted for the consumption of coal. She left Philadelphia on July 6th, last, with a crew of fourteen, all told. She was about twenty-four hours in making the breakwater, and after a short delay for some slight repairs to the machinery, put to sea, and had gone as far as off Cape Hatteras when she was compelled to come to anchor for further repairs to the engine. Before reaching Hatteras it was found necessary to stop the engine every few hours to clean the fires. By this time, also, it had been discovered that the machinery worked badly, and the vessel could not make more than three and a half or four knots an hour. After repeated efforts to put the engine in good working order, and more than one unsuccessful attempt to proceed on the voyage, the vessel, at one time having lost steerage way, becoming unmanageab'e, and the stock of coal being considerably reduced, it was decided to turn back and make Philadelphia, or the nearest port. The Heroe had first arrived off Hatteras on July 10th and returned to the breakwater on July 17th. Waiting here and at Cape May for orders from the owners, she was finally brought to Delaware City on July 26th. Between Cape May and Delaware City the three lower tiers of tubes of the boilers gave out, and the crown-sheet was split for the length of six inches. The steamboat was provided with sails, but it was not pretended that they were sufficient for her navigation. The captain surmised that by removing the paddles he might have proceeded under sail. At Delaware City the two quartermasters left the vessel on account of her unseaworthiness, and on the ground that the voyage had been broken up and abandoned, and being refused payment of wages filed their libel. Subsequently the firemen and seamen filed their libel for wages, alleging that the captain had discharged them. By agreement of counsel the testimony taken under the first libel applies to the second, and both have been consolidated. I entertain no doubt of the fact of the discharge of the firemen and seamen. The testimony of the libelants establishes the fact, and the captain admitted to the marshal that he had no further use for the men; that they were at liberty to go; and he permitted them to take their effects from the vessel. The answer denies that the men were "regularly" discharged, but the proof is too clear for discussion that they were virtually and practically discharged, and a decree will be entered for the payment of their wages, as stipulated in the shipping articles, less advances and credits. I have not been satisfied that they are entitled to any further compensation or damages. It is true, they expected to make the run out and return before August 1st, but they have not suffered a long detention.

The case of the quartermasters turns on a different question, to-wit, the unseaworthiness of the Heroe, and the deviation from and abandonment of the voyage for which they were engaged. They do not allege that the captain discharged them. The answer specifically denies unseaworthiness or abandonment, and claims that the Heroe was brought back to Delaware City for the purpose of having her steam engine put in proper order and repair, so as to enable said steamboat to resume or proceed on her voyage to said Port of Spain," etc., "which repairs, as respondent has been informed, will be completed on or about Tuesday next, the 5th instant." "Seaworthiness implies the ability of a ship or other vessel to make a sea voyage with probable safety; that is, that she shall be tight, staunch and strong, properly manned, provided with all necessary stores, and in all respects fit for the intended voyage." Bouv. Law Dict. Confining the inquiry to the fitness of this vessel to make the run from Philadelphia to the island of Trinidad, a distance of 2,300 miles, the testimony, not alone of the libelants, but of the captain and chief engineer, is conclusive. The vessel is well built for one of her class, and her officers appear to be experienced and competent, but there was such a defect in her machinery, owing to faulty construction, or the ill adjustment of its various parts, that the chief engineer reported at the time when it was decided to turn back that he could do nothing with the engine. The experiment of sending such a vessel on a voyage of 2,000 miles was somewhat hazardous, and the refusal of these libelants to stand by her is not remarkable. The vessel was altogether dependent on her engine for propelling power, and when that failed from faulty construction, or by reason of the negligence or want of skill on the part of the owners, the vessel could no longer be considered as fit for the voyage for which she was intended. A rotten or leaky hull or broken masts are no greater evidences of unseaworthiness than is a defective engine, under the circumstances surrounding this case. The libelants shipped on the Heroe on the faith that she was in all respects well found and provided, as a steamboat should be, and when they had good reasons to believe that she was a failure, and that their lives would be endangered by again going to sea in her, their conduct in leaving cannot be considered as censurable. It is quite probable that the machinery may be rectified and made to work as originally designed, and the vessel ultimately reach its destination, but in the mean time are the libelants compelled to remain on board indefinitely, without additional compensation, and to forfeit their stipulated wages unless they make the run to Trinidad? Had the steamboat encountered storms or head winds, and her voyage been delayed by these or other perils of the sea, the libelants must have been without warrant or justification for their action, and it would have been their duty to remain on the vessel until the voyage was ended. But this is obviously a different case. She was not thwarted by the elements, but by reason of her own inherent defects. The engine and boiler of the Heroe will require considerable repair and alteration before she is fit for sea, and the evidence affords no satisfactory information when these repairs will be completed.

I think this vessel was unseaworthy from the facts already stated. The chief engineer testified that the air pump was too small, and that the draughtsman of the machinery had made a mistake as to its size. The engine worked stiffly and slowly, being new and untried. The speed never exceeded, if it reached, five knots an hour. The furnace was not intended for wood burning, and before the officers had decided to put back to the Delaware there was not coal enough left to carry her to Bermuda. The sails were not sufficient for her navigation, and had she met tempestuous weather the lives of the crew would have been imperiled, and probably lost.

It is not denied that unseaworthiness releases a crew, and that they become entitled to their full wages for the month or for the voyage; and if by the month, then for the time they served, with the allowance of a reasonable time for their return to the port of departure.

The objection made by respondent's counsel, that this court cannot entertain jurisdiction of the libels because these libelants have not complied with certain provisions of the act of Congress relating to the discharge of seamen and to the holding of surveys on ships alleged to be unseaworthy, comes too late. The case has been heard on its merits. The discharge and the fact of unseaworthiness can be proved at any stage of the proceedings. Beside, the statutes referred to are not exclusive of other remedies.

It is not necessary to consider the question of abandonment of the voyage.

A decree will be entered for the payment of the quartermasters.

Authority for the positions taken will be found in 3 Kent, Comm. 187, 204, 205; Work v. Leathers, 97 U. S. 379; U. S. v. Nye, 2 Curt. C. C. 225; 1 Abb. Adm. 409; 1 Pars. Adm. Law, 47; Bray v. Atlanta, Bee, 48; the Gyrus, 2 Pet. Adm. 407; the Frank C. Barker, 19 Fed. Rep. 332; the Edward, Blatchf. & H. 286.

COMPOUND VS. LOW PRESSURE.

CLEVELAND, October 20.

To the Editor of the Marine Record.

So much has been said lately about the economy of the compound engine over all others that I wish to state a few facts I know of in favor of the low pressure. The steamer Jarvis Lord, on her last trip from Cleveland, took the schooner Constitution as far as Marquette, then went to the Portage with coal, returned to Marquette, loaded ore and towed the schooner Constitution and Monterey to Cleveland and consumed only ninety-five tons of slack coal, at one dollar per ton, and only a few weeks ago you published an account of the steamer N. K. Fairbank's fuel consumption for a trip, viz, from Ashtabula to Escanaba light, towing back the schooners T. W. Gifford, Three Brother and Owasco, all ore laden. The N. K. Fairbank having 1457 gross tons, and consuming on the entire trip only 87 tons of coal. Now don't misunderstand me! I am not against the compound engine, but where is the advantage of having this extra cylinder and connections? The Jarvis Lord is allowed only 45 pounds of steam and the Fairbank, 40 pounds. Certainly that is safer than the high pressure boiler of the compounds, carrying, as they generally do, 100 pounds of steam. Both of the boats are owned and managed by Cleveland men, and any person doubting these facts can satisfy themselves of the truth.

LOW PRESSURE.

THE HEIGHT OF WAVES.

Many experiments have been made to measure the height of waves in all conditions of weather. One authority goes as high as sixty-four feet and another as low as five feet, giving it as his reason that the penetrating power of wind cannot reach below that depth. Of this philosopher it may be presumed that he was a martyr to sea-sickness, and that he must have contented himself with making his calculations in his study. On the other hand, a height of sixty-four feet is almost as absurd, though it is more in correspondence than five feet can possibly be with our conception of the altitude of the majestic surges which roll under the impulse of storms of wind along the surface of the great oceans. It is true that the earthquake wave has been known to rise to sixty-feet; yet surges of this kind are happily scarce, since when they occur they are not only in the habit of razing whole towns upon the coast line where they break, but of carrying some of the vessels they may encounter at anchor in the neighborhood to the distance of a day's walk inland. Practical experience however will look with suspicion upon most of the scientific theories touching the altitude and velocity of waves. Professor Airy's table couples speed with dimensions, and, as a sample of his calculations, it may be shown that a wave 100,000 feet in breadth will travel at the rate of 533.90 feet per second in water that is ten thousand feet deep. This is possible, but it is difficult to accept such conclusions as exact.

At all events, there is nothing more deceptive than the height of waves. The tallest seas in the world run off Cape Horn, where, whether the wind blows east or west, they have a holiday ground within a belt of 8 or 10 degrees that compasse the globe without the intervention of a break of land. Any man who has run, before a strong westerly gale around the Horn will know the magnitude of the seas which follow his ship. Viewed from the stern when the vessel sinks in the trough, the on-coming sea that is about to underrun the ship and lift her soaring to the flying heavens will seem to heave its rushing summit to the height of the mizzen-top; but when the summit is gained by the observer, and the waves viewed from there, it will then be seen that those crests which from the deck looked a long way up, will now appear to be a long way down. It is a common shore going phrase that the seas run "mountain high." The idea implied is not very generally accepted by sailors, though the term may be sometimes used by them for convenience. The truth is, if waves were as tall as they are popularly supposed to be, no ship could by any possibility live in them. They are lofty to the fancy, because at sea they are usually surveyed from low freeboards. To a spectator on a steamer with a six-foot height of side, an Atlantic or Pacific surge would necessarily appear as a mountain as compared to the aspect it would take from the deck of an old line-of-battle ship, with a thirty-foot "dip," or from one of those lofty, glazed, and castellated which in former times took six structures months to jog soberly from the Thames to the Hooghly.—*London Telegraph.*

LIGHTS AND FOG SIGNALS.

The discussion of this subject still continues among seamen and a number of changes have been suggested. In a letter to the New York Herald, which we give below, Rear Admiral Ammen, U. S. N., makes some sensible suggestions. Several methods of indicating a ship's course as well as her position in foggy weather, have been proposed, but the one given below seems as simple and practicable as any:

The recent sinking of the Tallapoosa through collision has brought about a discussion in your columns as to what may be done to lessen this the greatest danger of the seas.

More than a quarter of a century ago I gave this subject much thought, and published in October, 1860, proposed modifications of the "rules of the road" at sea. To fulfill the object these rules must of necessity be universal. Any modifications adopted by any one nation that would contravene what now exists would lead more or less to disaster, just so far as they might tend to make uncertain what now are the recognized rules. Any amplification that might be considered allowable should include all that the present rules require, and, beside, whatever else is supposed to be advantageous and which would not, in its execution, lead to confusion.

As an illustration, I would say that in fogs steamers are required to whistle at intervals. This being heard by persons on board of other vessels apprises them that they are in the vicinity of another vessel, with a vague impresson of the point whence the sound comes, and the increased or diminished sound gives an idea that the vessel is nearing or increasing her distance. The same is true with the fog horn used on board of sail vessels.

There is no reason, however, why the steam vessels steering within four points of north, as a central point, should not make one long distinct blast; nor when her course is within four points of east, as a central point, she should not make two such blasts; nor when steering within four points of south, as a central point, she should not make three such blasts; nor when steering, in the same manner, within four points of west, that she should not make four blasts. This could be done automatically at small cost and made to operate upon any given number of revolutions of the propeller shaft. The fog horn could be blown in like manner to indicate the center of the quadrant upon which the sail vessel was steering. This amplification of a rule, as I would call it, would give positive information, often of the most vital importance to all concerned, and would be no violation of the present "rules of the road" at sea.

In relation to lights of sailing vessels, I would say if the vessel was large enough to carry a bowsprit cap lantern she could carry one far more advantageously than the present prescribed side lights, having a green screen fitted from ahead to two points abaft the starboard beam, and a red screen over the same arc on the port side. But the same lantern would serve a far more useful purpose should the screens for colors be fitted so as to let a white light appear from right ahead to two points on either bow, the colored lights only appearing on the sides, after being more than two points on either bow and extending to two points abaft each beam.

Small sail vessels unable to carry a bowsprit cap lantern could be fitted, as now, with side colored lights, but leaving unscreened, or white, the arc from ahead to two points on either bow. This white arc would be of great value, as it would point out where there was especial danger of collision, and when it changed, by reason of the heading of the vessel from any point of view of an observer to the one color or the other, green or red, it would in the most precise manner point out the heading of the vessel carrying it. Such a lantern would, of course, be a modification of existing rules, and although, in my belief, of very great value in effecting the safety of vessels, could not properly be introduced by us without the concurrence of other nations. They, however, could be informed that we had amplified the manner of whistling so as to indicate the approximate course of the vessel, and could propose for their consideration the modification of the headlight of steamers, and the side lights of sailing vessels.

I have changed such parts of the "rules of the road" proposed by me in 1860 as now seem most advantageous, and suppose no difficulty whatever could exist in whistling the course in operating the valve by hand. The four quadrants could be remembered as commencing with the north and going toward the east, and blowing the number of the quadrant on which the vessel was heading, should the additional short blast proposed in the rules to define more closely the course steered, be regarded as too complicated.

DEATH OF CAPT. CHARLES STORM.

Captain Charles Storm, who has been acting as chief mate on the schooner Thomas H. Howland, was engaged in fixing some rigging on the schooner on Tuesday, the 14th, when he missed his footing and fell overboard. In spit, of the efforts of those on the schooner to save him he was drowned.

SAMUEL PLIMSOLL, M. P.

Special Correspondence of the Marine Record.

NEW YORK, October 26.

It was late last Wednesday night when your representative reached the Gilsey House, at the corner of Twenty-ninth street and Broadway, to have an interview with the great British philanthropist and author of what is now known throughout the maritime world as "Plimsoll's load line mark," which consists of a disk painted white, on every ship's side, with a line running through it fore and aft, down to which a vessel may load, but no farther, without bringing upon her head the wrath of underwriters and government officials, who are compelled by this law, to respect the lives and property of others. After sending up my card, on the elaborately engraved silver platter of that very fashionable hotel, I was requested to step up to the room occupied by the man who has made a name and fame for himself by his humanitarian efforts in behalf of those who go to sea in ships and tea kettles (steamers.) Upon entering the room there appeared before me a tall, erect and handsome man, of about 50 years of age, whose head had not commenced to bend under the snows of half a century's active labor. His forehead was high and massive, showing the wealth of brain beneath, and his eyes glimmered and sparkled with enthusiasm as he warmed to his subject, the question of safety at sea, which has been made a life study. His thin lips and firm mouth, so characteristic of bold and determined men, were here beautifully displayed, and his every step seemed to stamp upon the ear and mind of his auditors that the man before them was not one of the ordinary run of men, but rather that he was possessed of indomitable energy and perseverance, and faith enough to remove a mountain when the seas were running high. When he had finished a few pleasant remarks about various things that had occupied his attention since arriving from Great Britain, I ventured to ask him about the success of his load line law, and was pleased to be informed from his own lips that, although unscrupulous ship owners and masters had "cheated the rope," as he termed it, yet the law was being enforced now more successfully than ever before, and seamen were generally grateful and happy that such a rule had been brought about. He compared the enforcement of his law to that of the Dingley bill, which has abolished the payment of advance wages to sailors, in this country, but says that his efforts to prevent ships being overloaded have been crowned with far more success than have those of Senator Dingley, so far, to prevent "Jack" from being fleeced by boarding house keepers and others, who live by sucking his blood (money.) Mr. Plimsoll was also proud to say that sailors on English ships were invariably well treated, even though they had to drink "lime juice and vinegar according to the art," while sailors on Yankee ships were often subjected to the most abominable cruelty during long trips, such as a passage from New York to San Francisco. He hopes that when the new American steam merchant marine is built up it will be commanded by officers who will treat sailors like men and not like dogs, as they did in the days of yore; and he thinks nothing will hasten that day more than the completion of de Lesseps' Panama canal, which is to sever North and South America. It will bring California nearer to Liverpool by steam than New York was by sail a quarter of a century ago, beside opening more extensive markets for this country's products on the west coast of South America.

During the next ten years he predicts that the United States will gain a great advance in iron shipbuilding, and he paid a warm tribute to the spirit of Yankee enterprise which has turned out such floating palaces as the boats plying the Hudson river and Long Island Sound, the Bristol and Providence, to-wit. Another thing which he had noticed particularly was, that our coasting steamers were far superior to those of his country, not only in their elegant furnishings below deck, but also because they were all straight stemmed, thus saving sailors' lives from being sacrificed on the bowsheet taking in the jib, when the wind hauled ahead and the steamer driving against it; and also admired the good sense of American navigators in doing away with yards, which he considered more detrimental than useful to a steam-propelled vessel. He considered our three and four-masted schooners the most graceful creatures afloat, especially when they were beating to windward like a bird, and, as my knuckles have been wrapped several times by some of your contributors, "Chip" and your esteemed and valued correspondent, Captain John W. Hall, of Detroit, (J. W. H.,) in particular, for abbreviating a three-masted schooner into "three-and-after," I ventured to ask the learned Samuel what a two-masted schooner was generally called by British seamen, and the reply made was as follows: "A two-masted schooner is now invariably called "two-and-after" by English speaking sailors, the term having been coined about a dozen years ago by "deep water" sailors, and it has now become the recognized expression in nautical parlance.

In answer to a question relative to auxiliary steamers, Mr. Plimsoll replied that he thought a fleet of this type would be built for navigating the Panama canal in the grain trade with the Pacific coast, and he considered utilizing the main mast for a smoke stack the most novel product of genius he had ever seen, as it proved highly effective, and at the same time, very economical.

After paying a high tribute to the enterprise of American journals and reporters in interviewing a stranger, he bade me farewell, hoping that I might again meet him upon his return from a tour in the Bermudas.

G. FOSTER HOWELL.

A NEW TRANSFER FERRY BOAT.

The Grand Trunk Company's new transfer ferry boat, the Landsdowne, is nearing completion now at Windsor. In the course of three or four weeks it is hoped she will be ready to go into commission. Her general outline resembles that of the Great Western Her upper works are modeled after that craft. But the design of the hull of the Landsdowne is different, being of three-fourths inch iron plates and designed expressly for keeping a passage clear in the ice. Her sheer is extreme, and as she is a double-ender, equal speed can be made forward or backward. Her machinery and boilers are those used in the old Michigan. The machinery was thoroughly overhauled and tested before being placed in the Landsdowne. The two engines have a combined strength of 900 horse power, which it is estimated will drive the vessel through the heaviest ice forming in the river. She has two low pressure condensing engines with 50-inch cylinder and nine feet stroke. The wheels are twenty-nine feet five inches in diameter, built of oak and sheathed with wrought iron. The whole space occupied by the two tracks is open, so that she will carry as little weight as possible. On either side of the wheels are the officers' rooms and waiting rooms, small but ample to meet all requirements. The pilot houses are most substantially built, being elevated on wooden frame work and tied in with iron work. They are connected with each other by a long gallery.

Her dimensions are 318 feet long, 41 feet beam, 72 feet over the guards and depth of hold, 15 feet. She draws seven feet of water on an even keel. The hull was erected by the Detroit Drydock Company at Wyandotte, the duty on which amounted to $13,000. The boilers were placed in position and the whole of the riveting done by John McGregor & Sons. Her engines and machinery, including her wheels, were superintended by James Radcliff. The carpenter work reflects the greatest credit on the foreman, William Lane. The whole of the work was most ably directed by one of the engineers of the above company, the locomotive and ferry superintendent, W. O. Russell. It is hoped that she will make a much better and no worse an ice pioneer than the old Michigan.—*Detroit Free Press.*

AN AWFUL STEAMBOAT COLLISION

Out at the end of Vallejo street wharf a schooner was temporarily lying alongside. Four or five men were lounging on the deck and one of them begun telling a long yarn about steamboat life on the Sacramento river years ago. He was a vetran and his voice sounded like a broken windlass.

"What I was goin' 't speak 'bout fust happened in '66. We was goin' up the river one night an' run into an old freight steamer. It cut her smack in tow and tossed our passengers all out of their berths, for it was midnight, we were tuck back so lively.

"Well, they got th' boats out and picked up the fellers who'd swum off from th' wrecked steamer. They was only five or six o' 'em on the old thing.

"But you ought t'seen our passengers. They thought our boat was goin' to sink sure, an' they run about th' deck, men, women an' children, all in their night-clothes. Them men an' kids was a sight more scairt than the women. One bald-headed chap was prancin' up an' down, holdin' on t' th' deck rallin' and yellin.'

" 'Mariar! Mariar!'

"That meant his wife. She had her head stuck out of the cabin-window, tryin' t' peer into th' darkness t' see what was th' funeral.

" 'Mariar! Mariar!' th' feller kep' callin.'

" 'What's th' matter with you?' says his wife, very cross."

" 'F'r God's sake, Mariar! what'll we do?'

" 'Do what!'

" 'Why, th' boat's busted; it's goin't sink! Shall we jump?'

" 'Jump! y' old fool. What d' y' want to jump fur? Y' better come inside an' be drowned decent.'

"Old Sam Brannan was up in th' cap'n's room at th' time. They was playin' seven up, fur a gallen o' whisky. When th' 'clisin come, th' cap'n run out t' see what was th' matter; an' when he come back he found 'at old Sam had drank up th' stakes in his excitement."—*The Ingleside.*

ALEX McDOUGALL,

VESSEL AGENT AND BROKER,

DULUTH.

Owners and masters of vessels wishing to get cargoes of grain from this port will do well to confer with me. Will be glad to furnish information in regard to cargoes, also in relation to docks, depth of water, etc., at **Duluth, Agate Bay** (new iron ore port), **Port Arthur, Washburn, Ashland,** and all points near the west end of Lake Superior Good gangs of men furnished on short notice for trimming cargoes of grain, loading and unloading all kinds of freight.

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☞IF YOU DO NOT RECEIVE MY MONTHLY LIST OF VESSELS FOR SALE, SEND FOR IT

LAKE SHORE & MICHIGAN SOUTHERN

Commencing Sunday, May 11, 1884, at 12 o'clock noon the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper:

Eastward.	Arrive	Depart.
No 4, Fast Limited Express	*1 10 A M	*12 05 A M
No 8, N Y, B & A Express	*6 35 A M	*7 00 A M
No 26, Elyria Accommodation	†8 05 A M	
No 35, Buffalo Ac'm via Sandusky	†10 35 A M	†10 50 A M
No 35, Toledo Accom via Norwalk	†10 35 A M	†10 50 A M
No 12, N Y & B Fast Express	*1 55 P M	*2 25 P M
No 14, Special N Y & Bos Expres		5 00 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 42 P M	
No 26, Conneaut Accommodation	†4 25 P M	

Westward.	Arrive.	Depart.
No 1, Fast Limited Express	*11 55 A M	*12 05 A M
No 23, Mich Express via Sandusky	*2 15 A M	*2 35 A M
No 3, Chicago Express via "	‡6 05 A M	6 30 A M
No 25, Mich Accom Norwalk		†6 10 A M
No 21, Toledo Ex via Norwalk	†12 55 P M	†3 20 P M
No 5, St Louis Ex via Sandusky	†12 15 P M	12 40 P M
No 9, Chi P c Fx via Norwalk	*6 06 P M	*6 3 P M
No 31, Elyria ac to Elyria only		†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	

Sunday train for Nottingham—Depart 8:30 a. m. and 1:45 p. m.; returning, leave Nottingham at 9:05 a. m. and 3:45 p. m.

Reference marks—* Daily, † daily, except Sunday, ‡ daily, except Monday.

For full information as to trains and connections apply at the new city ticket office, corner Seneca and St. Clair streets, Lake Shore block.

The Nickel Plate!

NEW YORK, CHICAGO & ST. LOUIS RAILWAY.

The passenger equipment of this New Trunk Line is all new and is supplied with the latest appliances necessary to safe speedy and comfortable travel,

Trains leave and arrive at the Union Depot, Van Buren street, Chicago, and N Y, L E & W R'y depot at Buffalo.

Following is the time in effect Oct. 6, 1884, and until further notice:

GOING EAST.		LV.	AR	GOING WEST.	
	A. M.			P. M.	
.....	7 50	.....	Chicago	7 50	.....
.....	9 45	.....	Valparaiso	5 42	.....
.....	P. M.				
.....	1 50	.....	Fort Wayne	1 50	.....
.....	2 05	.....	New Haven	1 35	.....
				A. M.	
.....	3 56	.....	Leipsic	11 30	.....
.....	4 49	.....	Arcadia	10 34	.....
A. M.					P. M
6 50	5 00	.....	Fostoria	10 22	8 50
7 35	5 45	.....	Green Springs	9 44	8 05
8 15	6 20	.....	Bellevue	9 10	7 35
10 49	9 02	AR.	Cleveland Lv	6 45	5 01
P M.					
12 05	.....	.....	Painesville	.....	3 44
12 58	.....	.....	Ashtabula	.....	2 54
1 42	.....	.....	Conneaut	.....	2 20
2 41	.....	.....	Erie	.....	1 23
					A. M.
4 19	.....	.....	Dunkirk	.....	11 24
					A. M.
5 55	.....	AR.	Buffalo Lv.	.....	9 50

Through tickets to all points are on sale at principal offices of the company at LOWEST RATES for any class of tickets desired. Baggage checked to destination

For information, call on nearest agent of the Company, or address

B. F. HORNER, Gen'l Passenger Agent,

LEWIS WILLIAMS, General Manager. Cleveland, O.

BEE LINE

CLEVELAND, COLUMBUS, CINCINNATI & INDIANAPOLIS.

Commencing Sunday, June 8, 1884, trains of the Bee Line—Cleveland, Columbus, Cincinnati & Indianapolis Railway—will leave and arrive at Cleveland as follows, CENTRAL STANDARD TIME, 33 minutes slower than Cleveland time:

	Depart.
No. 3, Columbus, Cincinnati & Ind Ex	7:00 A M
No. 23, Gallion & Wheeling Express	6:40 A M
No. 9, Col., Cin., Ind & St. Louis Ex	*6:40 P M
No. 5, Col. Cin., Ind. & St. Louis Express	*2 35 P M
No. 27, Gallion & C. L. & W. Acc	4:00 P M
No. 29, Massillon & Ulrichsville Ex	5:00 P M
	Arrive.
No. 8, Col, Cin, Ind. & St. Louis Exp	*6:40 A M
No. 20, Uhrichsville & Massillon Ex	9:00 A M
No. 2, Col. Cin. & Indianapolis Express	9:50 P M
No. 14, St. Louis, Ind., Cin. & Col. Ex	*4:45 P M
No. 22, Gallion Acc	10:00 A M
No. 26, Wheeling Accom	4:30 P M
No. 4, Col., Cin. & N. Y. Express	1:15 A M

Trains marked * daily, all other trains daily except Sunday

E. B. THOMAS, General Manager. O. B. SKINNER, Traffic Manager.

A. J. SMITH, General Passenger Agent. CLEVELAND, OHIO.

New York, Pennsylvania & Ohio R. R.

NEW YORK, BOSTON AND THE EAST.

The Shortest and Quickest Route to Pittsburg, Washington and Baltimore and the Southeast.

Central or Ninetieth Meridien time, 33 minutes slower than Cleveland city time.

Until further notice trains will leave from the new Central Depot, South Water street and Viaduct as follows:

6.50 a. m. ATLANTIC EXPRESS—(Daily) Pullman sleeping and hotel coaches from Leavittsburgh 8:35 a. m. to New York, Albany and Boston without change. Arrive at Meadville at 10:40 a. m. (dinner) Franklin at 12:08 p. m, Oil City 12:30 p. m, Corry 12.35 p. m, Jamestown (Lake Chautauqua) 1.35 p. m, Buffalo 5:50 p. m. Rochester 8:20 p. m.; Hornellsville 6:00 p m. [supper]; Corning 7:25 p. m. Elmira 8:05 p m. Binghanton 10:05 p. m., Albany 5:00 a. m. Boston 1:45 p. m.; arriving at New York 6:15 a.m.

2:20 p. m. LIMITED EXPRESS—Through Pullman sleeping coach from Cleveland to New York. Arrives at Meadville at 6:30 p. m, Jamestown 8:47 p. m., Salamanca 9:45 p. m., New York 10:10 a. m.

11:00 p. m. NIGHT EXPRESS—(Daily except Sunday) Seeping coach from Cleveland Hornellsville. Arrive at Youngstown at 1:50 a. m., Meadville 3:25 a. m., Corry 4:59 a. m. Jamestown 5,57 a. m, Buffalo 9:20 a. m., Rochester 12:58 p, m., Hornellsville, 11:00 a m, Corning 12:07 p m, Elmira 12:40 p. m., Binghampton 2:19 p m., New York 9:10 p. m. Arrive at Pittsburgh 5:50 a m., without change.

2:20 p. m. PITTSBURGH EXPRESS — Daily — Through without change, Parlor car attached. Arrives at Youngstown 5:00 p m., Pittsburg 8:02 p. m., Washington 7:09 a. m, Baltimore 8:19 a. m.

4:11 p. m. MAHONING ACCOMMODATION — Stopping at all way stations, arriving at Youngstown 6:55 p. m., Sharon 8:01 p. m., Sharpesville 8:10 p. m.

6:50 a. m. PITTSBURGH EXPRESS — Daily — Through without change. Arrives at Youngstown 9.30 a. m., Sharon 10:30 a. m., Sharpesville 10:40 a. m., Pittsburgh 12 45 p m., Returning, leaves Pittsburgh at 4:15 a. m., 7:45 a. m., 12:55 p. m., and 3:45 p m.

10 35 a m. YOUNGSTOWN AND PITTSBURGH ACCOMMODATION—Stopping at all Way stations, arriving at Youngstown 1:40 p. m., Pittsburgh. 5.45 p. m.

Trains arrive at Cleveland, 6:15 a. m., 6:30 p. m., 10.20 a m; 1:05 p. m., and 9:45 p. m,

☞This is the only route by which passengers can reach Corry Elmira, Binghampton, New York City and intermediate points without change. No change to Boston and New England Cities.

Baggage checked through to all points East

Through tickets and information regarding the route can be obtained at the office 131 Bank street, and at new Depot of N. Y., P & O R R., South Water street and Viaduct, Cleveland, O.

A. E. CLARK, Gen'l Pass'r Ag't Cleveland, O.
J. M FERRIS, Gen'l Man'gr, Cleveland, O.
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$66 a week at home. $5 00 outfit free. Pay absolutely sure. No risk. Capital not required. Reader, if you want business at which persons of either sex, young or old, can make great pay all the time they work, with absolute certainty, write for particulars to H. HALLETT & Co., Portland, Maine.

The Marine Record.

Published Every Thursday at 144 Superior Street, [Leader Building.]

A. A. POMEROY, Editor and Proprietor.

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Ten cents per line, nonpareil measurement, or $1.20 per inch, each insertion; four weeks $4.00; with a liberal discount on orders amounting to $40.00 or over.

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CLEVELAND, OHIO, THURSDAY, OCTOBER 30.

ST. CLAIR FLATS.

In connection with the article last week on the Sault Ste. Marie and Welland canals, we desire to ask the attention of the engineer, having in charge the improvements of the St. Clair Flats canal, to its present condition. The vessel that has passed that point the past week without detention of from twenty-four to sixty-eight hours must be considered fortunate. Reports have reached us without intermission of this delay, which is evidently caused by the deposit, at the end of the piers, of sediment, carried down by the current to the entrance into the St. Clair lake, which is known to be 360 square miles in extent, with an average depth of twenty feet. The surface of St. Clair lake is five hundred and twenty feet above the sea level and six feet higher than that of Lake Erie, which it empties into, through the Detroit river, the St. Clair river being from eight to nine feet higher than Lake Erie level. It is evident, then, that under a northerly wind the water must necessarily run out of St. Clair and cause this difficulty of low water, of which we now write, especially at the end of the piers, on either side of the cut, and unless the master does not attend strictly to his range lights and helm when he emerges from the current of the cut, on entering Lake St. Clair, his vessel will take a sheer on one side or the other, ground on the bar spoken of above, swing across the channel and close navigation at that point to all intents and purposes. The question then arises, "Why are these bars, formed by sediment, allowed to remain to the detriment of lake commerce? which question devolves upon the United States engineer in charge of that particular point to answer.

Colonel Poe, in his annual report regarding the requirements of his district, recommended that $133,000 would be necessary for the improvement of St. Clair Flats, for the extension of dykes, etc., but of which amount probably not over fifty per cent is available. It appears that if a small sum were applied to the immediate dredging of this point, the outlet of the canal into Lake St. Clair, much benefit would accrue to lake navigation, and much credit reflect on the engineer in charge, always taking into consideration the question of available funds.

RECENT changes in President Arthur's Cabinet, in the appointment of Hon. Hugh McCulloch to take the portfolio of secretary of the treasury, has resulted in the appointment of Judge Gresham as United States Judge for the Seventh Circuit, which position the venerable Judge Thomas Drummond recently resigned, after filling it with eminent ability, since December 22, 1869.

THE Canadian now looks with alarm upon the course that the droducts of the great northwest take to the seaboard, although Canada, in the matter of canal transportation has shown herself a very successful competitor to us. She has continued to make improvements to keep pace with those of the United States with the evident purpose of attracting the carrying trade of the western states, which she has in a measure succeeded in accomplishing, although the traffic over free Erie has continued to steadily gain in volume. However, when the time is ripe, which will probably arrive with the completion of the Canadian Pacific railroad, she will not hesitate to declare Welland free and adopt the most liberal policy to win from Erie the bulk of the traffic of the lakes. This action would place Welland in the position it occupied prior to the date that Erie was made free, as it could then successfully compete with Erie in the cheapness of water transportation to the ocean, especially after it has been deepened to a standard of eighteen feet.

AT the National Academy of Science, which was in session at Newport, R. I., October 14 to 18, experiments were reported relative to the success of photographing the movements of animals, which if followed up to practical conclusions, will be of immense value to mechanics. It is thought that by studying in this way the propelling power of a fish, much light can be thrown on the improvement of steamer screws, and scientific or natural principles of propulsion applied. In order to accomplish this a glass tank will be arranged through which the photographers will be able to shadow the mechanism of the fish while in transit.

At a meeting of the Chicago board of marine underwriters, Monday, the following rates on grain cargo insurance was adopted, and will take effect at 6 o'clock in the evening, October 31st:

From Chicago.	A vessels.
To ports on Lake Michigan	$ .75
To ports on Lake Superior	1.50
To ports on Lake Ontario	1.30
To Buffalo	1.00
To Georgian Bay	.90
To Sarnia	.80
To Ogdensburg	1.50
To Montreal	2.00
To Montreal (special)	2.25

These rates are on each $100. Add 10 per cent on B1 vessels.

BURNING OF THE STEAMER ST. JOSEPH.

Special Correspondence Marine Record.

BENTON HARBOR, October 28.

The propeller City of St. Joseph, Captain Alex. Elton, of the Graham & Morton Line, caught fire at her dock at Benton Harbor, Saturday, and is damaged to the extent of $15,000. The explosion of a lamp in her hold was the cause of the fire. The St. Joseph left Chicago on Friday night with a large cargo of merchandise for St. Joseph, Michigan City and Benton Harbor, and on her arrival here, while the crew was engaged in unloading her cargo, the catastrophe occurred. Her upper works, the cabin, ceiling, floor and part of the main deck were burned off, and it is thought that her engine and boilers were so badly damaged by the fire that they will have to be replaced. The St. Joseph is owned by Messrs. Graham, Morton & Co., who organized a passenger line of propellers to ply between Benton Harbor, St. Joseph and Chicago, in 1875, and in 1879 the Graham & Morton Transportation Company was formed, Mr. H. W. Williams, owner of the Skylark, becoming a member of the firm. The Skylark, in connection with the Messenger, then made daily trips to and from this port until 1882, when the Lora took the place of the Skylark, and in 1883 the St. Joseph superseded the Messenger. The St. Joseph was built at Benton Harbor by Randall at a cost of about $50,000, and measured 464 tons, rated A1 and was valued for insurance at $38,000. Her cabin was full length and she had sleeping accommodations for about one hundred passengers. Under the command of Captain Elton she soon became a favorite with the traveling public. Her repairs will be made at Benton Harbor and she will be ready for business next spring. The loss is covered by insurance. P.

The barge Matilda, Captain Lapham, with 350,000 feet of lumber, ran into the railroad bridge at East Saginaw, and sunk.

[*Continued from 1st Page*]

WINNIPEG.

The schooner Lady Dufferin, from Chicago to Vert Island for a cargo of stone, ran on Carribou island Sunday, and will be a total wreck. Her crew abandoned her and reached Michipicotten island in a yawl boat, where they were picked up by the steamer Arcadia and taken to Port Arthur. The Lady Dufferin was built at Port Burwell by McDermott in 1872, measured 380 tons and is owned by Joseph Sutherland, of Owen Sound.

PORT COLBORNE.

The propeller Alma Monroe, which arrived down to-day, reports a vessel sunk about ten miles south of the Mohawk. The vessel has two masts and is supposed to be the schooner Lucinda Van Valkenburg, which left here last Sunday. She was bound for Milwaukee with coal. The Van Valkenburg is an old schooner and hails from Chicago. Her master's name is Fulton, and his two sons and his wife are said to have been aboard of the vessel with him. The woman and the yawl boat which came ashore at Grand river are supposed to be off the ill-fated schooner.

PORT ROWAN.

Steambarge Fortune, of Hamilton, loaded with bolts from Port Talbott for Buffalo, began leaking and was run ashore on Long Point, west off the West End lighthouse on he 22d. The life boat from this station went this morning to her assistance and rescued all hands. Her rails are now under water and beginning to break up. Should the heavy sea continued she will be a total wreck.

KINGSTON.

The steamer Corinthian has arrived from Presque Isle. She was taken off the sand bar some days ago, but the rough weather delayed her departure. The steamer Hastings towed her out into the lake early, but after she had got up steam she proceeded alone. Her beam was cracked, but not sufficiently to prevent the working of her engine. A number of frames about the guard are also broken.

GREEN BAY.

Captain Thrall's new tug has not been building very fast since he has been sick. She is 86 feet long over all, 76 feet keel, 17 feet beam and 9½ feet in the clear depth of hold. Two boilers, each 14 feet long and 6½ feet in diameter, made of steel, with 110 three-inch tubes and three main flues, will furnish steam for an engine of 20x24 inch cylinder to drive a seven-foot screw. The boat is very solidly built of the best material. When in the water she will be taken to the Fish dock, Fort Howard, where, during the winter, the boilers, from O'Leary Bros., Duluth, will be put in. The cost of the boat, when completed, will be about $10,500.

MILWAUKEE.

The schooner M. R. Warner, of Cleveland, reported to have foundered on Sunday, was discovered early Monday morning down the lake flying a signal of distress. She passed Sturgeon Bay at noon, bound south, in tow of a tug.

The schooner Tallahassa went ashore at Jacksonport Monday morning. The tug Jesse Spaulding has gone to her.

The steambarge Maggie Marshall, which struck a bar and sunk at Sheboygan, arrived here in tow of the tug Welcome. Her shoe is broken, but her other damage will not be known until she is docked.

An examination of the schooner Mocking Bird, recently ashore at Charlevoix, and now in dock here, shows her bottom to be considerably damaged. She is to be given considerable new planking and entire recalking.

The three men lost from the sailboat Sallie Stone off Skillagalee were William Dickinson, S. T. Goodrow, of Bay City, and a man called Tony. Goodrow is said to have a family living in Detroit. They were carpenters on the way to New Orleans and were towed through the straits by the steamship Australasia.

CARILLON.

The old steamer Albert, belonging to Messrs. Sincennes & McNaughton, of Montreal, burnt here Monday night. She has been lying here for some time. It is supposed that sparks from a passing boat caused it, as there was no fire on board. The Albert a side wheel steamer, of 114 tons, was built at Sorel by McCarthy in 1867.

DETROIT.

Special to the Marine Record

October 28—Much uncertainty is felt as regards the probable rescue of the large iron propeller Scotia, which stranded at Keweenaw Point, Lake Superior, on Friday morning during a heavy gale and snowstorm. Soon after the announcement, the tug Winslow, which at the time was attending to the wants of the barge Dan Rodgers at Cheboygan, was immediately sent to her rescue. The Winslow left at once and was alongside the wrecked steamer on Sunday. Meanwhile the tug Champion was sent from here to look after the Rodgers. Yesterday Mr. James Ash, of Buffalo, principal owner of the Scotia, arrived here, accompanied by Captain Reardon, marine insurance inspector of that city. Mr. Ash, while in the city, received a dispatch from the captain of the Scotia, which was not at all assuring as to her probable recovery, when he at once chartered the Swain, another of the Grummond line of wreckers, to go to the assistance of the Winslow in the work. The Swain took on two more pumps, two large hawsers and a diver and got away at 3 p. m. Mr. Ash and Captain Reardon took the train in the evening for Marquette, and the Swain, on her arrival there, will take them on to where the steamer lies. From what has been learned to-day there are grave doubts of her release.

On Sunday the new steamer Syracuse arrived up from Buffalo, on her first voyage to Chicago, with a full load of merchandise. She made the run to this port in twenty-one and one-fourth hours, which was a quick passage when it is considered her machinery is new, and not yet in smooth working order. The sidewheel steamer Canada, which plied between Buffalo and Detroit in 1847 and following years, was hailed as a crack boat because she could make the distance in twenty-two hours, which astonished everybody for the time being. At that period screw boats were scouted at; but, mark ye, time brings forth wonderful changes, although I do not pretend to say that propellers will ever come up to the time made by sidewheelers in the past, yet it is not improbable.

Messrs. Dean & Co., the well-known boat builders in this city, were, for the time being, broken up in their business by fire, which destroyed their entire works, including several boats. Being men of determined will and energy, there will be only a brief delay before their works will be in operation again.

There was endless confusion at the St. Clair Flats on Wednesday, caused by the barge Specular grounding just below the cut, and thus causing a partial blockade. Many others got mixed up in the affair, while some, seeing trouble ahead, came to anchor at the Star Island house and remained until the blockade was cleared. A few endeavored to effect a passage through the old channel, among then the steambarge Cumberland, which grounded, when the blockade became general. There was no serious damage, however, in the result, despite a heavy northwest gale, which prevailed at the time.

The barge Arcturus, now one of the oldest hulks on the lakes, arrived here on Saturday, partially laden with lumber. In the storm she became waterlogged on Lake Huron, but, by means of steam pumps, was enabled to reach here and go into dock for repairs.

The steambarge Victoria, which stranded and sunk near Kettle Point, Lake Huron, has become a total loss. She was worth $3,000, but was by no means the sort of craft to bid defiance to the turbulent waters of Lake Huron. The storms have been of a continued series from southwest to northwest, and when all is summed up, the present October will be as notable in the destruction of property as at any period in the past.

Murphy Bros. despatched the tug International, a few days since, to release the propeller Georgian, sunk on an island in Georgian Bay. She was succeesful in her mission and towed the wreck to Owen Sound for repairs.

The strong northwest wind proved a serious drawback to large steamers, loaded, bound eastward, owing to the low stage of water at the Lime Kiln crossing. Several were delayed here while others came too just above the crossing.

The steamers Milton D. Ward and Saginaw were seized by the United States mar-

shal here on Saturday, for a claim due W. A. Wain for repairs. Of the amount in question $117.37 was against the Saginaw, and $321 against the Ward. Bonds were furnished forthwith.

Yesterday there were further difficulties at the St. Clair Flats by the stranding of the steambarge A. Everett and the schooner Grace Murray, which for a few hours impeded the progress of others. Both vessels had to be lightered, and a tug and lighter sent from Windsor for the latter, while the river steamers passed through the old channel. The channel was again clear along toward evening, as was evidenced by the passing down this forenoon of a large number which bad been delayed.

Last evening the propeller Philadelphia, en route from Chicago, ran into the barge J. H. Magruder, opposite the Star Island House, on the river St. Clair, and to save the latter from sinking she was run out upon the bank, with her jibboom carried away. The steamer, on her last voyage up, ran down and sunk a vessel outside of Chicago, which, in the event of damages falling in the wake of both disasters, will pretty effectually wipe out the profits of her trip.

A Detroit morning paper states that the cause of the steambarge Waldo A. Avery's accident, six miles this side of Buffalo, was the formation of a new bar in Lake Erie, which, to those who are conversant with that region of water, will cause a smile, when the fact was plain that she stranded on Rose's Point, three miles above Fort Erie, on the Canada shore, and as stated, six miles from Buffalo. The statement would be no more absurd had it been located in the middle of Lake Huron.

Freight rates from this port may be said to have slightly improved, but it is only an impulse, or for the time being. Those chartered Saturday and yesterday were for wheat to Buffalo at 2 cents. The F. D. Barker, wheat, to Ogdensburg, where she lays up, at 6½ cents, to remain on board until her owners or agents may dispose of it.

We were informed yesterday, by the weather office, that a cold wave would be here to-day (Tuesday,) and the weather fifteen degrees colder, and accordingly the cold signal was at the head of the staff. To-day the weather continues moderate and the cold signal ordered was down, which may be rendered, "Now you see it, and now you don't," which is about as correct as five out of six of the weather reports we receive To-day we were to have in this region south to west wind. On the contrary, it is northwest. Yet all trades must live, it even by humbugging the public.

J. W. H.

BUFFALO.

The sailors Union has advanced wages to $2.50 for schooners and $2.25 for barges.

The propeller Kasota and the schooner Niagara take cargoes of railroad iron from Buffalo to Herson Bay.

Lake receipts at Buffalso last week included 1,473,530 bushels wheat, 270,900 bushels corn, 187,540 bushels oats, 48,200 bushels rye, 71,450 bushels barley. Coal shipments by lake for the week amounted to 38,100 tons, and for the season they are 1,258,620 tons. Canal shipments for the week comprised 1,006,580 bushels wheat, 48,470 bushels corn, 26,780 bushels oats, 7,990 bushels rye, 39,950 bushels barley.

Captain Michael Carr has recovered the boiler, engine, shaft, wheel and rudder from the wreck of the tug J. W. Cramer, on Horseshoe Reef. It is said that he received $500 for doing the work, which would leave him a handsome margin.

The new steamer Waldo A. Avery left the port of Buffalo at 8:30 last Friday morning towing the schooner F. M. Knapp and barge Cyclone, all coal laden for Milwaukee. A half hour later the Avery fetched up on Rose's Reef, about four miles above Buffalo on the Canadian shore. She was drawing fifteen feet, and there was only fourteen feet of water on the reef. The Knapp, drawing much less, steered southward, but hung on to her line. The Cyclone also went to the southward, and, letting go her line, was picked up by the tug G. R. Hand. The tug Edward Fiske went to the Avery, but could not move her with one and a half hour's pulling. The tugs Alpha, Williams, and Dorr, of Buffalo, then took hold of the Avery with the Fiske, and the four tugs in another hour and a half managed to releas the big steamer. She showed no sines of damage, and went on with the Knapp and Cyclone. The Avery is new and very strongly built, but it is a question whether it is safe for her to continue her trip when heavy weather is upon us without having her bottom examined. It may here be remarked that Rose's Reef is a dangerous shoal right in the direct course of vessels coming in or going out of Buffalo. It is located four miles from the breakwater, one and a half miles below Windmill point, and about three miles from the Canada shore. It is in the shape of a knoll, about 300 feet long and of the same width, with many rocks of various sizes jutting upward. In ordinary staves there is 15 feet of water on the reef, but when the wind is up the lake the water is considerably less. All around it there is deep water. Quite a number of large steamers have struck on this shoal within a year or two, and that no great disaster has resulted from it is cause for congratulation. Vessels are now so large and have so much draft that there is constant danger of something serious happening in that vicinity. It is clear that the reef ought to be marked by a buoy, and that without delay.

The schooner Geo. M. Case, which has been reported ashore near Long Point Cut, arrived here on Friday night. The tug A. J. Smith left this port on Tuesday evening with the J. G. Masten and L. Van Valkenburg, coal laden, and G. M. Case and Boody, light. In the storm of Wednesday night, when some distance above Long Point Cut, the Van Valkenburg's line parted, and casting all the vessels adrift but the Masten, which was towed on by the Smith. The Van Valkenburg ran back to port Colborne and the Boody made under the Point. The Case came to anchor off the Cut in about fourteen feet of water, but was not aground at any time. She was light and drawing only five feet, and the report that she was aground undoutedly arose from this fact. She rode out the storms, and having lost her center board and done some damage to her deck she left on Friday morning for this port to make repairs.

Mr. S. V. Parsons, who has been appointed to survey the propeller James Fisk, jr., of the Union Line, lately afire at Detroit, has appraised the damage at $2.510.

The cargo of silver ore, delivered here last week by the propeller Wallula is for shipment to England.

The Union Line propeller James Fisk left for Chicago with a cargo of merchandise. The Fisk was damaged by fire at Detroit some time ago, and on arriving here it was decided to lay her up. The movement up of freight is so brisk, however, that she has again been placed in commision.

WIARTON.

The schooner Golden West, Captain J. C. Sullivan left Chicago October 18 with 31,000 bushels of corn, bound for Midland. She encountered a heavy snow storm on Lake Huron the 22d with heavy winds, west northwest. She made Cove Island light about 6 p. m., and passed it at 8 p. m. She went ashore on Smoke Shoal at 9 p. m., about one and a half miles from Flower Pot Island. The crew remained on board until 9 o'clock the following morning, when they were taken off by the steambarge United Lumberman, Captain G. H. Morden, which was at Tober Moray, wind bound. The crew of nine were all saved. The schooner and cargo will be a total loss. When the captain left the vessel the corn was running out through a large hole. Captain Sullivan arrived in Wiarton and cannot speak too highly in praise of Captain Morden for the gallant manner in which he came to their rescue, and saved himself and crew, and the kindness rendered him after reaching Tober Moray. The Golden West was owned at Chicago by Z. P. Brosseau. She was built at Milwaukee in 1861, by Jones registered 456 tons, rated A2½, and, according to the Inland Lloyds, was valued at $12,500. The hull is insured for $14,000 in the pool. The cargo is insured for $15,000 in the Continental, St. Paul, and British America.

MANISTEE.

The steamer Depere, when entering the harbor, struck the bar, thereby losing her headway, causing her to strike the north pier. Her bulwarks were broken in for about fifteen feet abreast of her engine room. It is blowing hard from the northwest. Tug captains report the heaviest sea seen for a long time.

MARQUETTE.

The iron steamer Scotia went ashore on the northwest side of Keweenaw point. The wind has been blowing a gale from the southwest. There was a furious snow storm at the time. The wind has since shifted to the northwest, and it is feared she will go to pieces. The Nyack, while passing down later in the forenoon, was boarded by the captain of the Scotia in a small boat. The sea was so heavy the Nyack could not render any assistance. The Nyack came here and telegraphed the owner of the Scotia at Buffalo to send a tug. There is no tug here. She is leaking some. Her pumps were working when the Nyack passed. She is ashore about one mile from the end of the point. The Scotia was formerly a Commercial Line boat. She is valued at $100,000. The tug Winslow has gone to her relief from Cheboygan.

The tug Swain, with Captain Reardon, has gone to the Scotia, which has been abandoned by the crew and reported a total wreck. Captain Bogart is still with her.

CHEBOYGAN.

The schooner White Star, coal laden for Chicago, is at St. Helena, leaking badly. Her captain has telegraphed here for a steam pump and the tug Leviathan left for the vessel at once.

The schooner Millard Filmore ran ashore near Waugoshance on the 26th, and will prove a total loss. The crew abandoned her. She is laden with oats.

A dispatch of the 28th says Captain Mullen, of the schooner Fillmore, left this morning with a harbor tug to make an examination of his vessel, ashore near Waugoshance. If not in too bad condition, a tug and pumps will be sent to her.

The schooner Gerrett Smith, ashore at Crawford's Quarry, is in good shape, and can be got off in a couple of days if the weather keeps good. Her rudder, casing, and shoe are gone. The tug Champion is working at her.

PORT HURON.

The propeller Monteagle reports the George Spencer, Chamberlain, James D. Sawyer, S. L. Watson, Cumberland, and Helvetia aground at the St. Clair Flats. The first four named are on the outside of the cut, and the Cumberland went aground while coming through the old ranges at the flats.

The tug Porter, with her wrecking outfit, came back from the steambarge Victoria. She reports the latter a total loss and broken up. Her outfit has been taken off, and her engine and boiler will be brought here.

The propeller Philadelphia struck the scow J. H. Magruder while at anchor near Southeast Bend and did considerable damage to the latter. Part of her rail, bulwarks and covering board are gone; she is leaking and will be docked here for repairs.

John Prindiville left here with the tug Smith for the schooner M. Fillmore, ashore in the straits.

The tug Stranger will be docked here to stop a leak.

HORN'S PIER.

The schooner Christine Nilsson, bound for Chicago with a load of pig iron from Escanaba, struck the north reef at the entrance of Bailey's Harbor, and sunk immediately. She lies with her decks about three or four feet under water, and will probably be a total loss by morning. The crew reached shore safely in her yawl. The Nilsson is owned by Lingren and hails from Chicago. She was built in 1872, rates A2, and is valued at $9,000. She measures 311 tons, and was built at Manitowoc by Hanson. She is insured in the pool for $8,000, while her cargo of pig iron is covered by a policy written by the Ætna Insurance Company. Captain Rounds, wrecking master for that company, left for Bailey's Harbor and will superintend wrecking operations on the Nilsson. If, when he arrives at the harbor, she is still in condition to save, he will telegraph to Chicago for the tug T. T. Morford, Dunham's big wrecking boat. She will be held in readiness to start at a minute's notice. A telegram from the captain stated that she was in fourteen feet of water and that her bottom was badly chawed up.

ALPENA.

The schooner Garrett Smith, of Chicago, went ashore at Crawford's quarry on Saturday. No particulars of her condition can be learned except from passing boats, which report her a total wreck. The wind has hauled around to the west and still remains fresh.

DULUTH.

Special to the Marine Record.

Wheat rates are a shade higher, 3¾@3⅞ to Buffalo. Ore from Agate Bay, $1.20; but few boats to load. Duke loading to-day, and Australasia will be ready to load on Monday. The first shipment of wheat was made from the Duluth & Western elevator on the 23d. The Adams, the consort of the Graves, is the boat on which the shipment was made, which was small, amounting to only 16,000 bushels. The elevator has been receiving a short time and has only a small quantity of wheat in store.

The Australasia came over from South Duluth to load wheat. The Dows took out 78,000 bushels of wheat, the largest cargo ever shipped from here. The Australasia is loading 80,000 bushels at 4 cents.

The schooner Alice Craig, lately on Isle Royal reef, is in drydock undergoing repairs to her hull.

The tug Paige is towing the schooners Moorwood and Slico, with square timber, from Duluth to Herring Bay, for the Canada Pacific.

To the Adams, so far, belongs the distinction of taking the largest wheat load of the season from Duluth, viz.: 74,040 bushels. But the mammoth barge Australasia, lately described in the columns of the MARINE RECORD, will soon eclipse the best showing of the Adams in the matter of tonnage. She has just arrived at this port with 1,500 tons of coal, and will take out something like 90,000 bushels of wheat.

Some considerable complaint is being made by masters, shippers and owners, of unnecessary delays at Duluth in getting wheat from the elevators, and said complaints do not seem to be altogether without reason. It is generally conceded that there has been mismanagement somewhere, at the very fountain head, as it has been openly asserted that it would be better if the elevator companies had some person in charge more familiar with business of this nature.

The propellers Scotia and Russia have, according to a rumor, been sold for $160,000, each of which is supposed to be worth $100,000. To whom is not known here, though it has been stated that they are to continue in the Duluth trade. Since the above was written it is learned that the Scotia had the misfortune to go ashore in a snowstorm, with the probability of her going to pieces.

Williams & Upham are working their dredges by the aid of electric lights.

Dredging of the harbor is now conducted upon the strict principles recommended last spring by the celebrated committee of that name, and, although the report, so to speak, was smothered, the work now being done is comparatively satistactory, so that no notorious instances of vessels grounding in the harbor have been known since then. There is this to be said in this connection, however, that the stage of water in Lake Superior is fully a foot higher this season than last.

B.

OWEN SOUND.

On Wednesday night, the 23d, during a snowstorm, the schooner Golden West went ashore on Snake Island, about five miles east of Cove Island, in the Georgian Bay. The crew abandoned her and are safe at Tobermoray. The vessel was heavily laden with corn from Chicago to Midland, and seems to be in a very bad condition. The corn is bursting out of her. Captain Sullivan says that the vessel and cargo will prove a total loss. Her sides were burst out by the pressure of the swelling corn, and the heavy sea was playing havoc with her also. The Golden West is owned by Captain John Prindiville, of Chicago, is valued at $2,000 and rated A2. She measures 456 tons, and was built in 1861. She left Chicago for Midland with 30,000 bushels of corn. Both vessel and cargo are well insured.

The schooner Shandon, while off Calot's Head, Georgian Bay, sunk on the 22d. Her crew were saved. There are no particulars yet.

The steamer Georgian, with a steam pump on board, was towed here by the wrecking tug International. She has a cargo of steel rails on board, consigned to the Canadian Pacific Railway, at Herson Bay. She was taken by the tug off Haywood Island, where she was wrecked some time ago. Damage not ascertained yet.

SAFE SEA GOING VESSELS.

Editor of the Marine Record:

LOCKPORT, October 24.

Dear Sir: There is no question now open to the world of so much importance as a safe sea going vessel; and there is no question that has been so much mooted, both in form of vessel and manner of propulsion. The mechanical motive of propulsion comes within the limits of known science and are simple in their principles, but can not be applied safely and of a surety until the structure they are to be used on is not only adapted to meet the motions of the ocean but also the motions of the mechanical power. I have settled long ago just what science gives in that respect,but as the primitive matter is a true form of vessel, for the time being, I leave the propulsion question in the background. The motions and force of the ocean are never well understood philosophically, and it is a maxim that a body, to float and move safely in them, must be philosophically adapted for them. This is the point that I desire to bring to the front, so that it can be generally known. The letter of Mr. Hall, published by you in my last contribution, does not alone cover any point, so that what I asked of the academy would appear, but by its peculiar phraseology it is somewhat non committal. By publishing my letter, the one spoken of by Mr. Hall, and republish his letter in connection it will clear the matter up.

[Copy.]

LOCKPORT, N. Y., November 26, 1883.

A. Hall Esq., Secretary of the National Academy of Science.

Dear Sir: I have yours of the 22d inst A general discussion, as you suggest, no doubt would lead to the facts as pointed out in my other letter. Permit me to say of the subject that the times are now ripe for it and that the many horrible oceanic disasters have given to the world the most positive proof that vessels, as now formed, are not sea worthy, or safe. This they can not be [not possible] as they are fundamentally wrong, not scientific. No improvement has been made in principles in the forms of hulls of vessels from the earliest times. The fact that naval architecture has been believed to be a science, and one of the highest, is the reason why this monstrous fallacy has been so long permitted to prevail. Its advocates claim it to be a science and a special one. If it is a science, in what schools is it taught? Not in the universities, as all that is taught in them are settled questions, and not open to be mooted. There is nothing so much mooted as the question of form of a vessel, one that will be adapted to safely meet the motion of the ocean. Nothing as yet has been done or gained to this desired end. Until this question has been settled by science and placed beyond the reach of being mooted no laws can be made to protect life and property afloat on the ocean. There are now no laws that dictate what the form of vessels shall be. All are built on judgment only. Science has not been turned in that direction. But when invoked it will and can throw light on this subject. I shall be at Washington late in December; if this matter can have a hearing I will be prepared for it before I leave home and have the date with me to establish the facts that I desire to present. I have the clearest proof both theoretically and practically, that vessels can be so formed as to be wave proof and practically safe and most comfortable in the worst times in mid-ocean. Also that the only guide to this result is known science, as is taught in our schools. Space will not permit me in this to say just how in detail it is to be done. I will only say on that head that science will give to a vessel such balances and gravitating points as will render the motion of the waves harmless; and further, it will not allow any fulcrum points in the hull to be poised on and aid the inertia in destroying the hulls as is now the case with now formed vessels. Will you have the kindness to call the attention of President Marsh to this matter and advise me of the results.

Please direct to P. O. Box 913, Lockport, N. Y., my home.

Yours, Respectfully,

JOSEPH W. NORCROSS.

THE NAUTICAL ACADEMY OF SCIENCE,
WASHINGTON, April 23, 1884.

MR. JOSEPH W. NORCROSS Lockport, N. Y:

Dear Sir: I laid your letter before the President and Council of the National Academy and am directed to inform you that the academy can take no action in the matter. The academy respectfully refer you to the Navy Department and the Naval Advisory Board, which is organized to consider the question of building new ships for the navy.

Yours, Truly,

A. HALL.

The above two letters explain my position. I claim that the new system of naval architecture is not related to known science. I ask the National Academy of Science to give me a hearing on science as applied to building a safe vessel. This they decline to do. The Government is at the expense of this academy. What is the object of this institution. It should be the fountain head of science and open to all questions affecting the good of man. "Victory is to the most persevering."

Publish this and it may have the effect to open a way for a hearing.

Yours, Truly,

JOSEPH W. NORCROSS.

LITERARY NOTICES.

The November CENTURY marks the beginning of the fifteenth year of the magazine, and gives promise by its excellence of being conducted with still more enterprise, if possible, than has characterized it in the past years. The present number contains the opening chapter of a series of war papers, contributed by general Beauregard, other contributions to which will follow by Generals McClellan, Rosecranz and Grant, all of which wi l be profusely illustrated. The illustrations of this number are elegant in design, the frontispiece being one of Mr. Elihu Vedder's conception of the Rubaiyat of Omar Kahyyam. There is also a full page picture to accompany the story of "The Lost Mine." The variety of fiction, good papers on scientific subjects, political essays, and many other matters will be a treat to any class of readers.

ST. NICHOLAS FOR NOVEMBER.—The first number of the new volume contains a heaping magazineful of the good things promised for the coming year, and opens with a beautiful frontispiece in colors, from a painting by A. M. Turner. J. T. Trowbridge contributes the opening chapter of "His One Fault" in which the hero, through "his one fault" of heedleness, sets in motion the train of consequences wi ich will follow him and interest the reader through the entire volume; and in another serial, "Among the Law-makers," the author, Edmund Alton, relates his often amusing experiences while a page in the U. S. Senate, tells many new anecdotes of public men and gives a graphic and easily understood account of the organization of the national government. Other attractions peculiar to this number are a capital girl-story, by Louisa M. Alcott, the first half of a boy-story, by H. H. Boyesen, and an exceedingly clever satirical sketch, by F. Marshall White, entitled "The Cruise of the Pirate Ship 'Moonraker,'" showing the pernicious effects of reading trashy literature.

THE NOVEMBER ATLANTIC is noteworthy as containing a very interesting installment of the autobiography of the la e Henry James under the title "Stephen Dewhirst's Autobiography." Brooks Adams contributes an instructive political paper on "The Embryo of a Commonwealth." Maurice Thompson has an engaging essay, "In the haunts of the Mocking-Bird," the scene being laid in the South. Valuable literary articles are "Mistral's Nerto." by Harriet Waters Preston; "Crude Science in Aryon Cults," by Prof. E. P. Evans; "The Lost Stand of the Italian Bourbons," by William Chauncey Langdon; and "De Senectute," by F. Sheldon. A very important article, and one which cannot fail to attract general attention, is "The Negro Problem," by N. S Shaler, who is intimately acquainted with the subject, and notes from several specially competent persons are given,—Gen. Armstrong, Col. T. W. Higginson, Ex-Gov. D. H. Chamberlain, and others. Another delightful travel sketch, "The Lakes of Upper Italy," is given. J. M. Hillyar contributes an excellent paper on "Malta." Edith M. Thomas has a charming out-door sketch, "Grass: A Rumination." There is a fine poem by Mr. Whittier, another by Paul Hayne, and a capital variety of brief essays in the Contributors' Club Houghton, Mifflin & Co., Publishers, Boston.

The November number of HARPER'S will comlete Wm. Black's story of "Judith Shakespeare, with an illustration by Abbey, and bring E. P. Roe's "Nature's Serial Story," with Dielman's and Gibson's illustrations, within one installment of conclusion. Mr. Treadwell Walden's picturesque studies of "The Great Hall of William Rufus" will also be completed in this number, and the illustrations will be especially rich, including three full page plates. One of them—Van Dyck's "Charles the First and Henrietta Maria," engraved by Closson from the original painting—will be the frontispiece to the number. Some fine art work is promised in Reinhart's illustrations of "Norman Fisher-folk" and in Alfred Parson's studies of plant life in "A Day with Sir Joseph Hooker at Kew,' the English botanical gardens, and Gibson's of "Chrysanthemums." A paper on Columbia College, richly illustrated, will continue its history from the reorganization of King's College to its present remarkable development. Andrew Lang, who is the editor of the English edition of the magazine, is to have a paper on Sydney Smith, illustrated. Abbey will also contribute a full page illustration of Burns' poem, "To a Haggis," Mr. F. D. Millett writes on the recent art competitions, in which he was one of the judges, and the historian Francis Parkman "The Acadian Tragedy," in which was involved the episode of Evangeline. Among the stories of the number will be one by Mrs. Harriet Prescott Spofford, "Three Quiet Ladies of the name of Luce."

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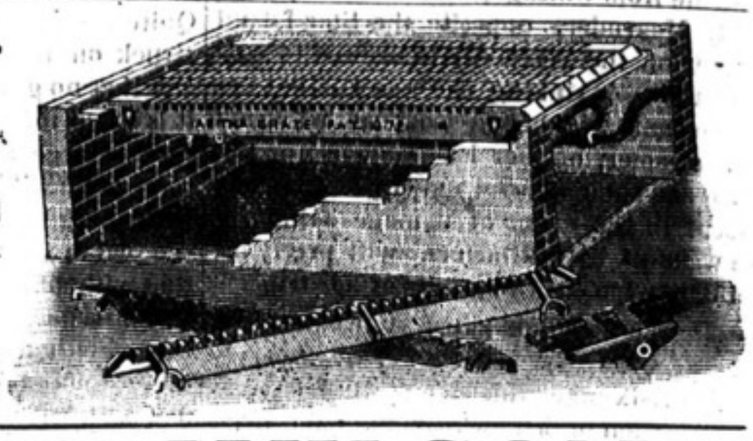

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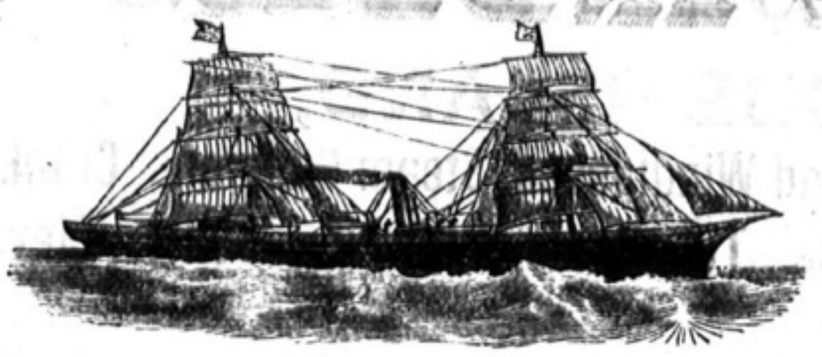

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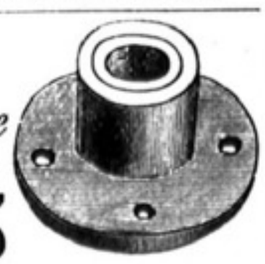

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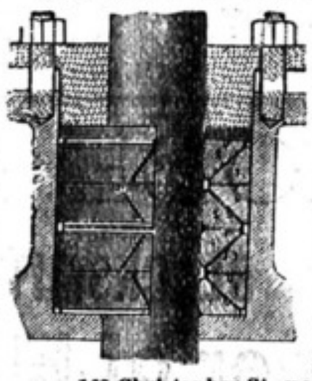

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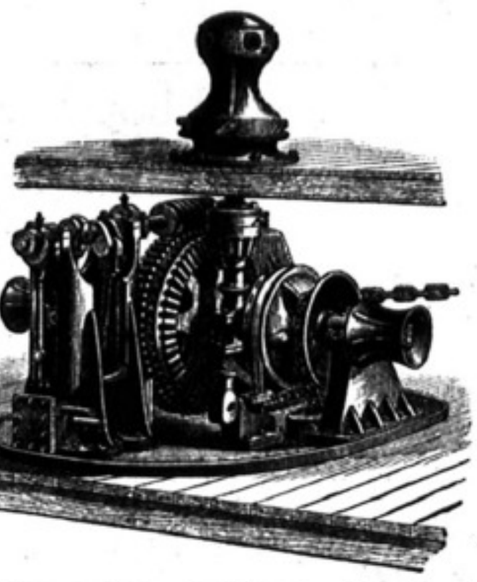
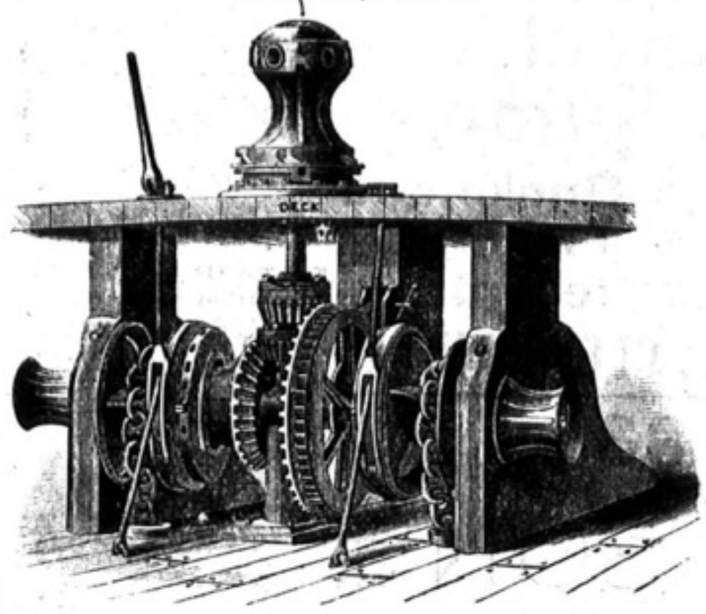


The Providence Patent Steam Capstan Windlass; New Style.



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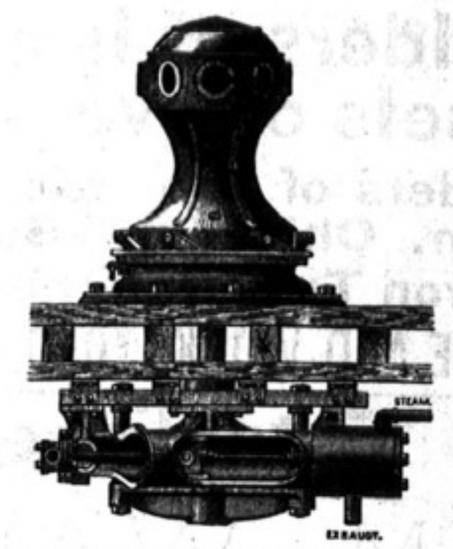

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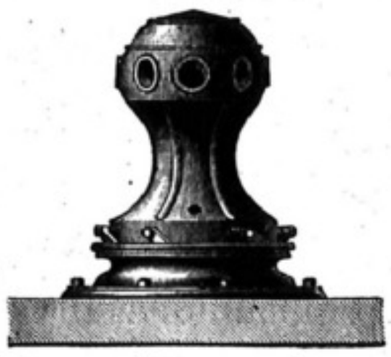
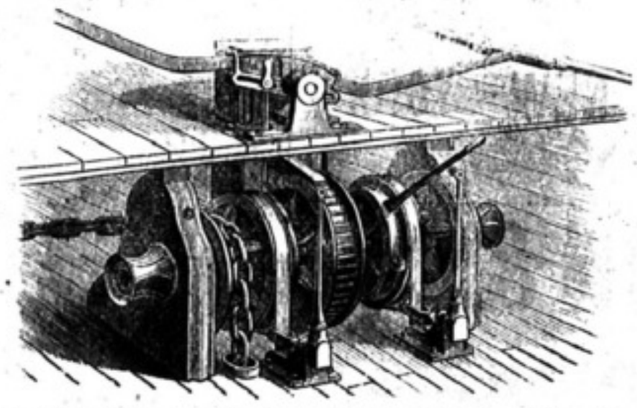


The Providence Patent Power Capstan.



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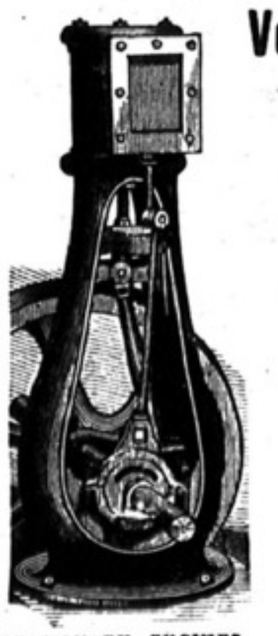

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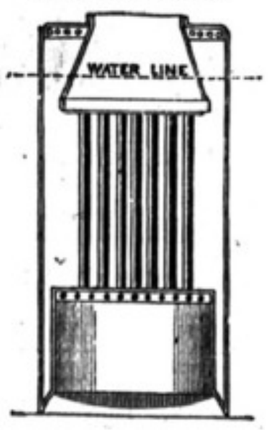

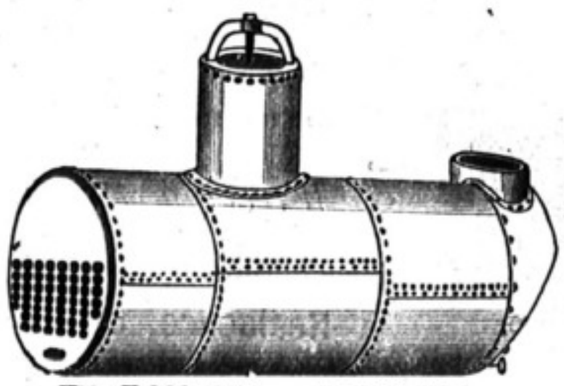

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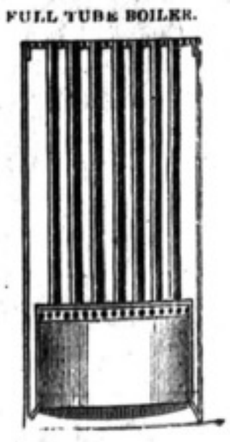

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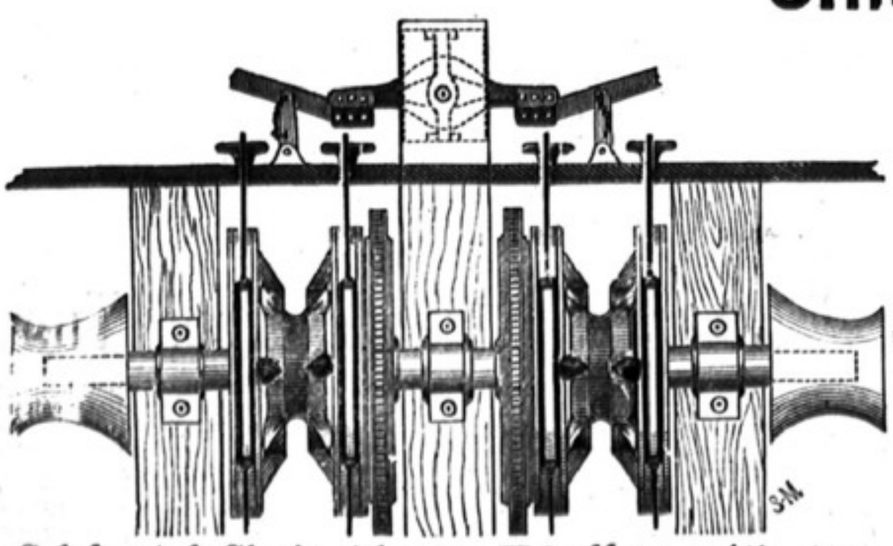

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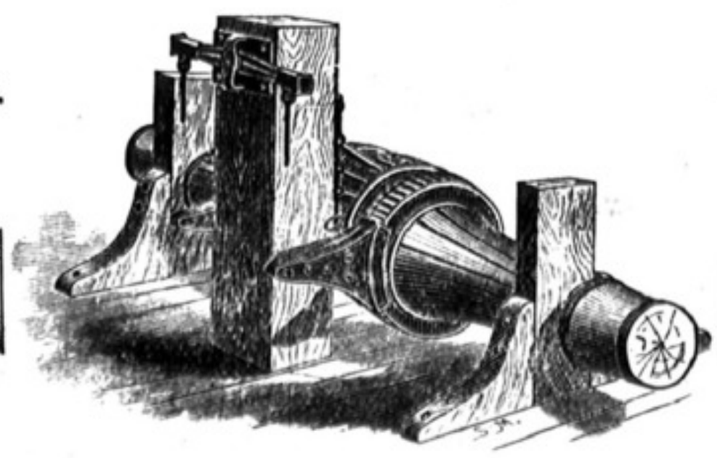
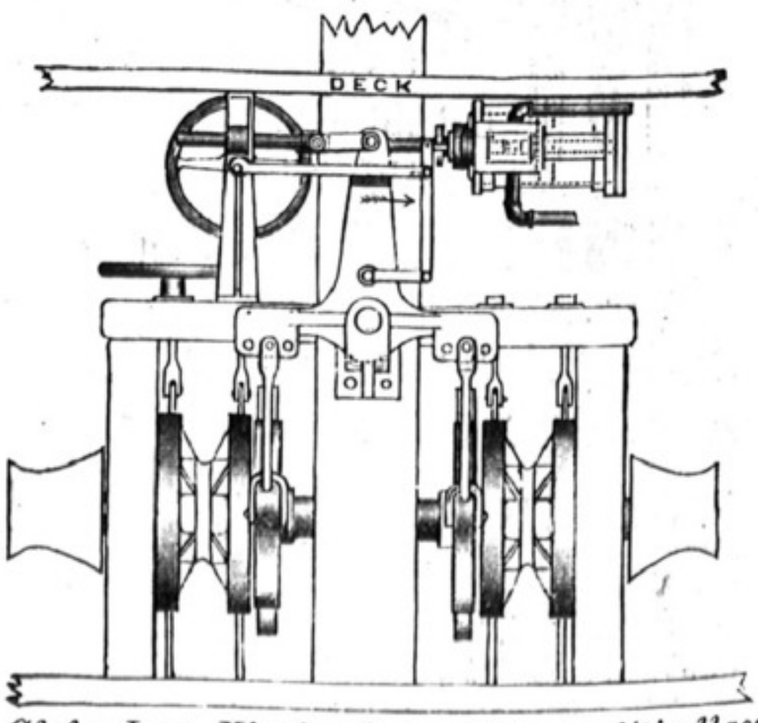


The Common Patent Windlass.



Globe Iron Works Patent Steam Windlass